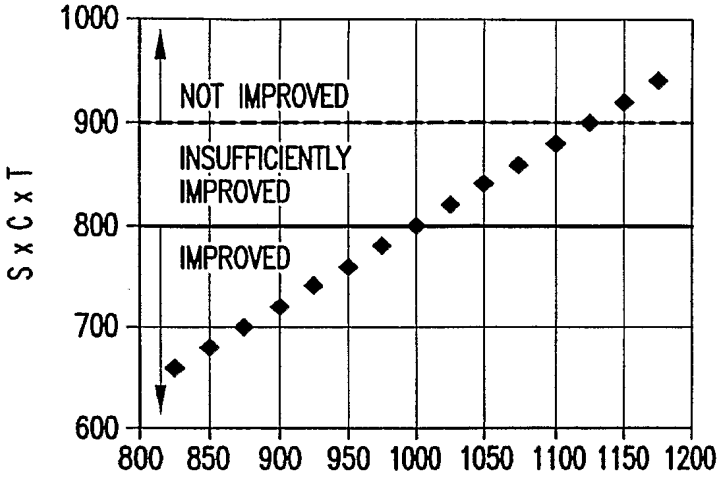
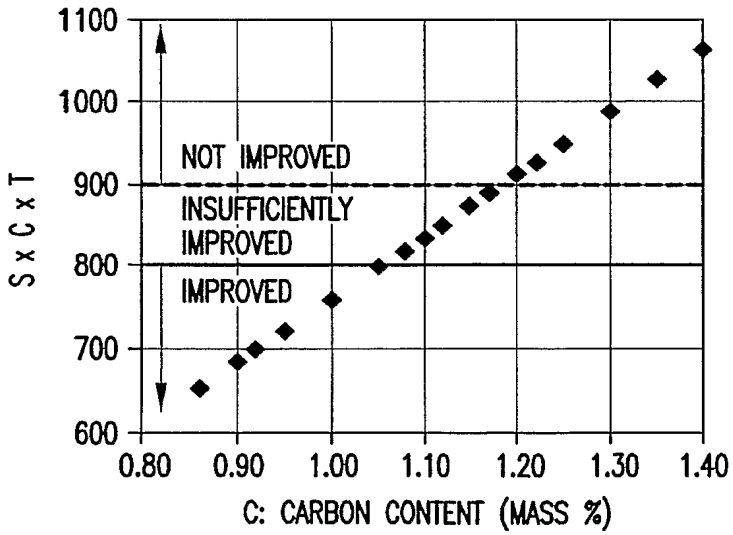


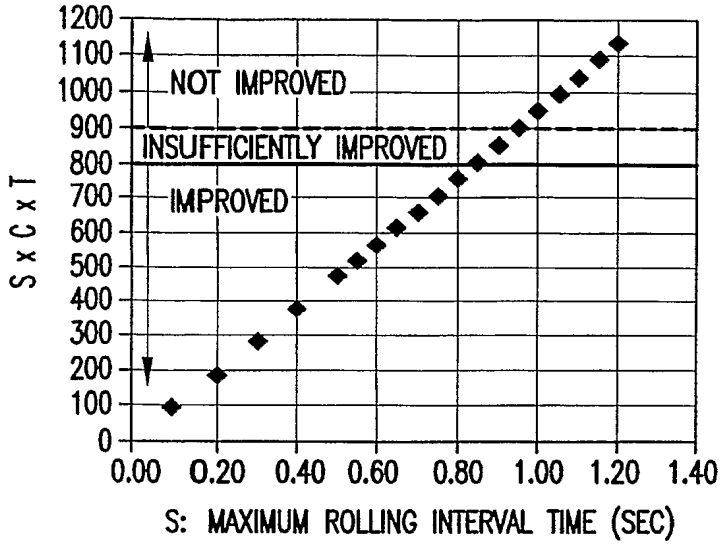
RELATIONSHIP BETWEEN (MAXIMUM SURFACE TEMPERATURE (T)) AND (MAXIMUM ROLLING INTERVAL TIME (S) x CARBON CONTENT (C) x MAXIMUM SURFACE TEMPERATURE OF RAIL HEAD (T))

FIG.1



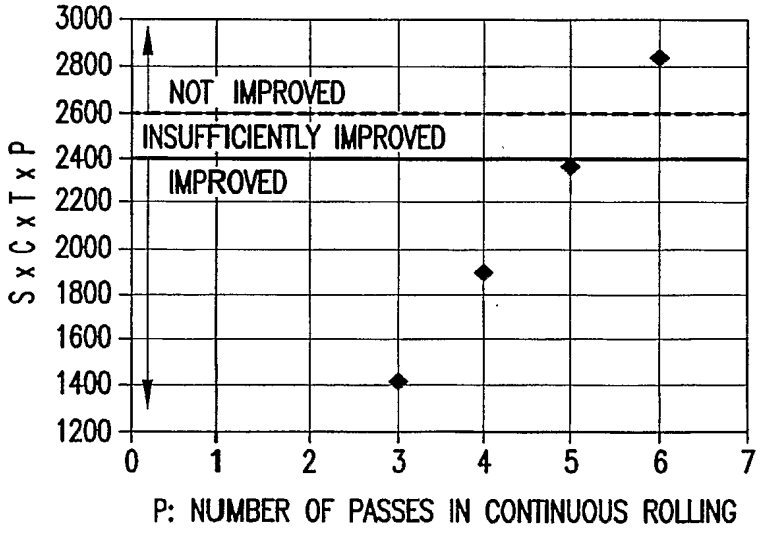
RELATIONSHIP BETWEEN (CARBON CONTENT (C)) AND (MAXIMUM ROLLING INTERVAL TIME (S) x CARBON CONTENT (C) x MAXIMUM SURFACE TEMPERATURE OF RAIL HEAD (T))

FIG.2



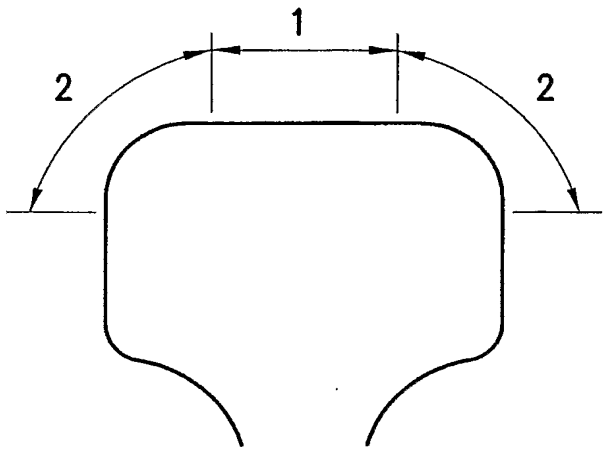
RELATIONSHIP BETWEEN (MAXIMUM ROLLING INTERVAL TIME (S)) AND (MAXIMUM ROLLING INTERVAL TIME (S) x CARBON CONTENT (C) x MAXIMUM SURFACE TEMPERATURE OF RAIL HEAD (T))

FIG.3



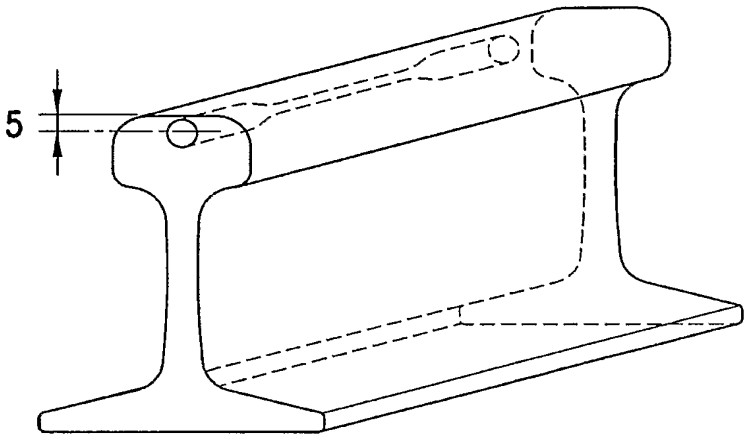
RELATIONSHIP BETWEEN (CARBON CONTENT (C)) AND (MAXIMUM ROLLING INTERVAL TIME (S) x CARBON CONTENT (C) x MAXIMUM SURFACE TEMPERATURE OF RAIL HEAD (T))

FIG.4



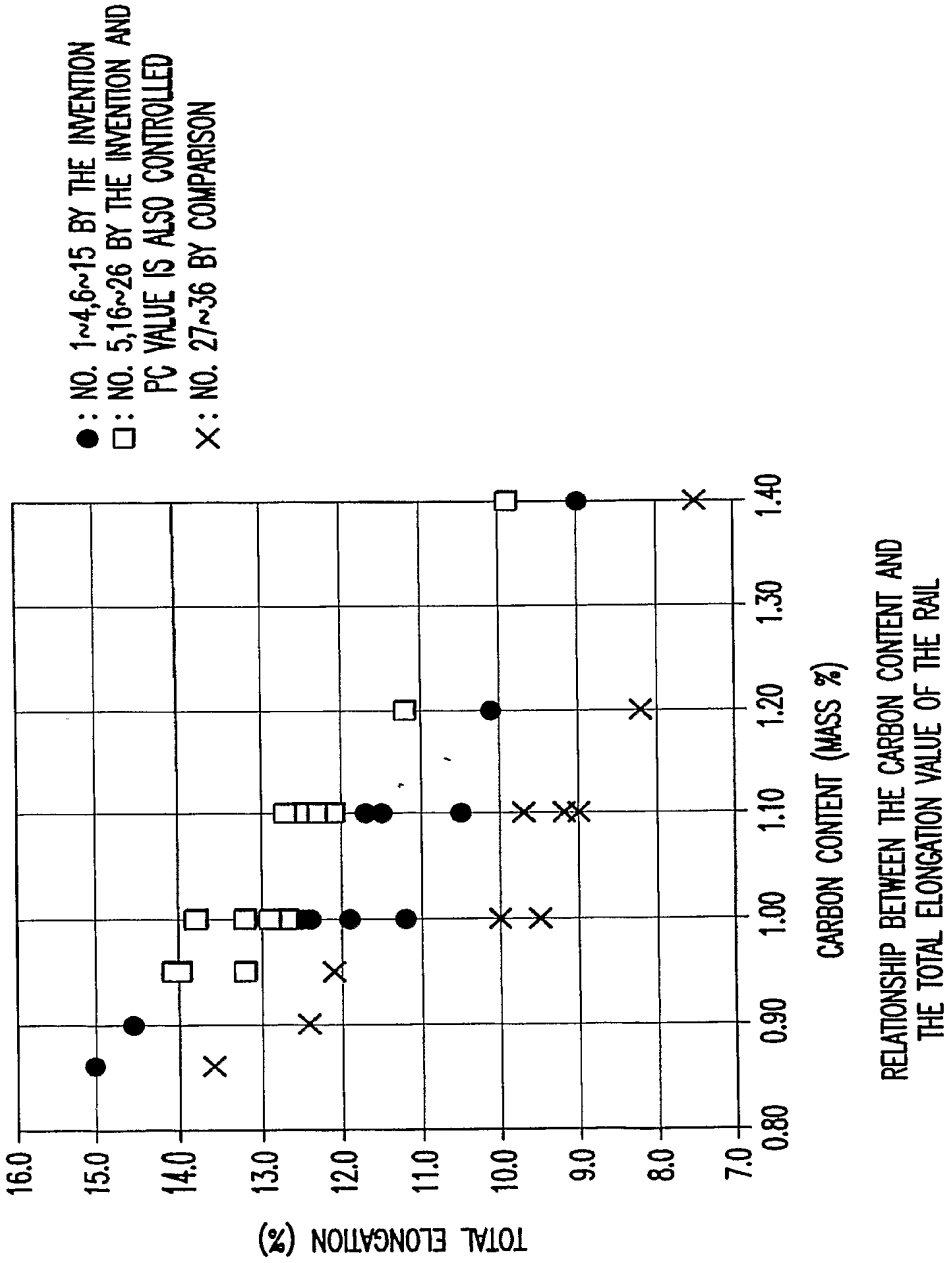
NAME OF PORTIONS OF RAIL

FIG.5



PORTION OF RAIL TAKEN AS SPECIMEN FOR TENSILE TEST

FIG.6



RELATIONSHIP BETWEEN THE CARBON CONTENT AND THE TOTAL ELONGATION VALUE OF THE RAIL

FIG.7